

March 80

# AUSTRALIAN **UFO** BULLETIN

## SPECIAL NOTICE

It has been brought to our attention that material and information from VUFORS publications is being used without proper credit and VUFORS members are receiving phone calls and visits from a few individuals, asking for information on sightings and UFO experiences and requesting that such requests be kept confidential. Some of these details have been called for on cases still under VUFORS investigation.



The people concerned behind this unethical practice is to avoid proper credit to your Society for their own purposes. A few of these individuals, when in fact the relationship investigation. We regret the practice of a few individuals and simple countermeasures. Fortunately, most of the expense necessary to maintain on a reciprocal basis. We thank the contacts who are keeping this committee informed.

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All memberships within Australia \$5.00  
outside Australia \$9.00 (U.S.)

Registered for postage as a publication Category B.

**THE VICTORIAN U.F.O. RESEARCH SOCIETY**

**P.O. BOX 43 MOORABBIN 3189 VICTORIA AUSTRALIA**

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The people concerned were unaware of the fact that the motive behind this unethical practice is to use the information for their own purpose and avoid proper credit to your Society. A few of these people are pretending co-operation, when in fact the relationship is outright interference with VUFORS investigation and its affairs.

We regret the necessity for publication of this notice but the practice of a few individuals to disregard ethics and simple courtesy is on the increase.

Fortunately, most ufologists appreciate the time and expense necessary to uncover good cases and co-operate on a reciprocal basis. We thank those contacts who are keeping this committee informed.

\* \* \* \* \*

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EDITORIAL

The past eighteen months brought forth several important milestones in the field of ufology. More previously denied documents were released through Freedom of Information legislation, the Bass Strait Flap consummating with the disappearance of Frederick Valentich. The Cook Strait Flap consummating with that outstanding film which fortunately did not fall into the hands of officialdom. The Roy Manifold photos as well as interesting UFO activity in Europe and other parts of the world.

Effect of the flaps followed practically the same pattern as in previous periods over the past three decades. Newcomers to ufology regarded the incidents as the turning point while more orthodox academics made fools of themselves as they trotted out the same old contradicting "explanations", and red faced apologists continued their rear guard action trying to cover up previous ill founded "explanations". More people turned to ufology for information; less people swallowed the official debunking techniques, while seasoned ufologists took the continuing activity in stride on the road towards understanding the whether, whence and why of the UFO.

Hardest hit by the new activity was officialdom with its outmoded scientific advisors. Mishandling of the problem was not entirely the fault of the airforces, obeying debunking orders from higher authority. Some of ufology's best investigators and researchers are ex-military personnel, including consultants, who disagree with the whole frustrating coverup by officialdom.

Time and time again the scientific community has been called on by the enquiring public who find a prevailing contagious epidemic of mental blockitis caught during sessions with the Professors of Impossibility. Because of these "educated ostriches", necessity has often turned to "outsiders" for such simple conveniences as the airplane and the electric light. Edison and the Wright's did not know it could not be done so they did it! One month prior to the date Sputnik One soared into the sky, the Astronomer Royal decreed that space travel was "utter bilge". If such "learned" gentlemen are ignorant of matters already being performed by fellow earthlings, of what use are they to research a higher intelligence?

Ufology is fortunate to have a small percentage of scientists who have survived the current epidemic with sufficient residual thinability to give valuable assistance in solving the world's greatest mystery. For this reason, ufology should be grateful.

Paul Norman.

\* \* \*



Continued from the December 'Bulletin' ....

### DIRECTLY SPEAKING

by William H. Spaulding  
Director, GSW/WD

We have recently passed the second year of the GSW lawsuit against the CIA. To date, with the legal efforts against this agency and additional FOIA (Freedom of Information Act) the effort has been highly successful. However, the lawsuit has reached a legal impasse, whereas the CIA and other Intelligence Agencies do not want to release any more information. This is well defined in the Affidavit from the CIA earlier this year. However, this does not imply that the case is closed.

In a press release from Peter Gersten (lawyer from the offices of Rothblatt, Rothblatt, Seijas & Paskin) dated October 25, 1979, new data on the lawsuit surfaced and the situation looks better. I offer the following excerpt from the press conference: "Due to the government's withholding of UFO information, CAUS (Citizens Against UFO Secrecy) has been forced to ask the Federal Court for assistance. During the coming week CAUS will be filing two lawsuits in the United States District Court for the District of Columbia: 1) a lawsuit against the National Security Agency to compel it to release its UFO files including the 18 documents it has acknowledged withholding and the Cuban incident report it has refused to either confirm or deny; and 2) a lawsuit against the Air Force to compel it to release its reports of 'unknown tracks'. Furthermore, within thirty days, as part of the GSW (Ground Saucer Watch) lawsuit against the CIA, I will be asking the U.S. District Court in Washington to enjoin the CIA from withholding the 57 documents it refuses to release".

I hope all UFO researchers will join together to help purge the U.S. government of these vital documents once and for all. I am requesting that all GSW members and concerned citizens mail contributions to help offset the high legal costs to support this action.

In finalizing this issue's comments I am including the information on the Cuban incident and suggest it be read with both interest and concern:

In March of 1967, the 6947th Security Squadron based with the Boca Chica Naval Air Station near Key West, Florida, recorded this incident. The mission of the 6947th is the monitoring of all Cuban military communications.

Cuban radar installations reported a bogey approaching the Cuban land mass from the north-east. Two MIG-21 interceptors were scrambled when the bogey crossed Cuban air space at an altitude of approximately 10,000 meters and at a speed approaching Mach. The interceptors were directed to the bogey by Cuban Ground Control Intercept and were guided to within 5 kilometers of the object. The wing leader reported the object was a bright metallic sphere with no visible markings or appendages.



After a futile attempt to contact the object for identification, Cuban Air Defense headquarters ordered the wing leader to arm his weapons and destroy the object. The wing leader reported his missiles armed and his radar locked-on. Seconds later the wing man began screaming to the ground controller that the wing leader's aircraft had exploded. After regaining his composure he further reported that there was no smoke or flame, the aircraft had disintegrated. Cuban radar reported the object quickly accelerated and climbed beyond 30,000 meters and at last report was heading south-southeast towards South America.

A spot report was sent to National Security Agency headquarters, which is standard procedure in any case involving aircraft loss by an enemy country. NSA is required to acknowledge receipt of such a report, however, they didn't and therefore we sent a follow-up report. Within hours we received orders to ship all tapes and pertinent intelligence to the agency and were told to list the incident in the squadron files as aircraft loss due to equipment malfunction.

To be continued...

For three decades private UFO researchers have spent a tremendous amount of time and money uncovering solid UFO cases. All the time, officialdom, while ridiculing the ufologists, have maintained a vigorous programme to secure all UFO information possible, while pretending to be disinterested. This is foolish with so much information already in the files of officialdom.

Let's go after those gun camera films and those crashed UFO documents in the secret files of the military. This can be done by backing the organisation which has emerged as the spearhead probing at the nerve centre of officialdom, under the Freedom of Information Act.

Civilian Aerial Phenomena Research Organisation, Ground Saucer Watch, have now retrieved close to 2,000 pages of documents which officialdom has previously denied.

G.S.W. sells 200 of the best pages for \$50.00 U.S. plus \$10.00 U.S. air postage to foreign countries. "THE EVIDENCE WILL SPEAK FOR ITSELF". Your efforts will go a long way towards bringing more hidden sightings before the general public and help achieve our objective of official admission. Payable to :- G.S.W. Inc., 13238 N. 7th Drive, Phoenix, Arizona 85029, U.S.A.



# 'A GLOWING OBJECT CHASED PLANE' ...

## PILOT'S TALE OF TERROR....

Credit: "News" Darwin N.T. 8th Dec. '79.

In one of the most terrifying UFO encounters ever recorded, a Spanish pilot has described how two mysterious glowing objects chased and almost collided with his jet airliner over the Mediterranean. Only his cool reactions and the timely intervention of a Spanish Air Force jet fighter sent to his aid saved the aircraft and the 115 people on it from certain disaster.

"I have never known such danger, and I have been flying for nearly half my life", Captain Javier Lerdo- Tejeda said after his frightening ordeal. The 34 year old pilot admitted he had to call on all his 15 years of flying experience while he spent 10 agonizing minutes darting and swerving away from the incredibly swift moving objects threatening his plane. As Captain Lerdo-Tejeda was fighting for his life, he radioed an urgent call for help to the Spanish Air Force and a sophisticated American built radar tracking system in Madrid picked up his plane - and the two UFO's he was desperately trying to shake off.

### Secret

Then the pilot of a Mirage jet fighter which rushed to the scene also confirming seeing two glowing red objects chasing the airliner. Captain Lerdo-Tejeda's unforgettable flight began when his Caravelle charter jet took off at 9.30 pm from the Mediterranean island of Majorca with 109 German and Austrian tourists and a crew of six bound for the Canary Islands in the Atlantic Ocean. What happened in the next 10 minutes has since become an official military secret and the subject of a top-level investigation. But before a cloak of silence was wrapped around the near-tragedy, Captain Lerdo-Tejeda recalled how he first saw two very bright red lights in the sky soon after taking off.

"What intrigued me was that they kept formation, moving abreast at a slight angle both vertically and horizontally and they kept coming closer. We were then at 23,000ft and they appeared to be about 15 miles away. They rose with me up to 28,000ft when they were half a mile away".

It was at this point that Captain Lerdo-Tejeda realised his airliner was in severe danger. "By the time we reached 29,000ft they were almost on top of me and on a collision course. I ordered the passengers to fasten their safety belts and began talking emergency action. I called the Barcelona control tower to ask if there were any other aircraft in my path, but they said they could see nothing on their radar screens. Then I decided to call in help from the Air Force and the Madrid radar station, which has more sensitive equipment than that used for airline traffic, picked up the two objects which they said were very close to my plane. I swung my aircraft away sharply from the red lights and began descending at 5,000ft a minute to 15,000ft - an extremely steep dive for the passengers. Madrid radar operators kept monitoring the UFO's and told me the objects suddenly dropped 12,000 ft. in just 30 seconds as they followed me. There is no aircraft that I know which is capable of doing that".

cont'd...



Captain Lerdo-Tejeda said that although he continued to take evasive action, the glowing objects kept following him until the Mirage fighter joined his aircraft about 30 miles out of Valencia on Spain's southeast coast.

"That's when the lights suddenly disappeared" he said.

After making an emergency landing at Valencia, Captain Lerdo-Tejeda filed a complete report on the incident for civil aviation officials. And in separate reports his crew fully backed his account of the dramatic encounter.

At Air Force headquarters in Madrid, a spokesman would say only that the incident was under official investigation.

However, Minister of Transport and Communications Sanchez Teran; who was in Valencia at the time, spoke to Captain Lerdo-Tejeda personally and said later: "I am prepared now to believe that unidentified flying objects do exist".

#### ON THE U.F.O. TRAIL by Paul Norman.

While enroute across the South-western United States, last May, a gentleman in the adjoining seat asked the purpose of my visit to that country. Upon learning of my interest in the UFO field, he replied, "A very interesting subject". I then asked "Why, have you seen anything flying around that you don't understand?" "Yes," he replied, "As a matter of fact I have. The incident occurred in the late 40's. Three of us were interviewed by official investigators, concerning an object which flew across the area. It maneuvered in a most unusual manner. The thing crashed on a ranch managed by my brother-in-law". Hence began my first investigation into a crashed UFO report.

The strange maneuvering object came down in a sparsely populated area. I then learned that the area was cordoned off immediately by police, but witnesses at a nearby ranch watched through binoculars as fragments were loaded into a truck by military personnel and hauled away.

My 1979 trip overseas had already run into a chain reaction of invitations from researchers desiring first hand details on the Bass Strait Flap of 1978, consummating in the disappearance of Pilot Frederick Valentich. Since time was limited several postponements had to be made. Needless to say, after this startling report, a visit with Leonard Stringfield became a priority.

Leonard Stringfield, a veteran UFO Researcher, author of "Situation Red, The UFO Siege", is an old friend of VUFORS. He had already sent an invitation to visit him at his home in Ohio. Since the book "Behind the Flying Saucers" by the late Frank Scully, published in 1950, the "crashed saucer" stories have persisted. The book described an alleged "saucer crash" in New Mexico, during the late 40's. According to the story the "saucer" was taken into custody by the military. Such reports were considered unreliable at that time.

continued.....



Several years later a retired U.S. Air Force Officer told a senior VUFORS member that he had observed, not only a damaged 'craft' but deceased occupants as well. The 'craft' and the bodies, he said "were located in a government building near Washington, D.C." He went on to say "if you tell of this incident, I'll deny the statement. No-one will believe you anyway". Members of the VUFORS committee listened to the story with disbelieving chuckles.

Confronted with the stark reality that "crashed somethings" in military custody was not nonsense, my mood changed to a receptive attitude. I was ready to listen. After a telephone call to Leonard Stringfield appointments were postponed and I changed course for Cincinnati.

Leonard Stringfield specializes in "crashed saucer" reports and reports of "alien bodies" under extensive research by medical men with top secret clearances. UFO reports were exchanged until the wee hours of the morning. The location about which I had learned was not in his files, although he had an abundant number of similar reports such as that of a provost Marshall, at an Air Force Base near Ft. Worth, Texas, who had assisted in the recovery of a metallic disc, 90 feet in diameter. Another report involved dead 'humanoid-bodies' about 4½ feet tall, retrieved along with a circular craft with a diameter more than 50 feet. Both damaged craft and bodies were held for a short time in a hanger at Edwards Air Force Base, then taken by truck to Wright-Patterson Air-Force Base, near Dayton, Ohio. Senator Barry Goldwater made an attempt to enter the building but was refused admission.

Description of the 'bodies' are similar: preserved under cold storage, little 'humanoids' with large heads, out of proportion to their brown bodies, with small mouths. Clues to these alleged incidents have come from various sources. Military guards, personnel formerly with National Security Agency, Naval Intelligence Officers, radar specialists who have tracked the falling 'saucers' and project engineers whose job was to determine objects forward and vertical velocities.

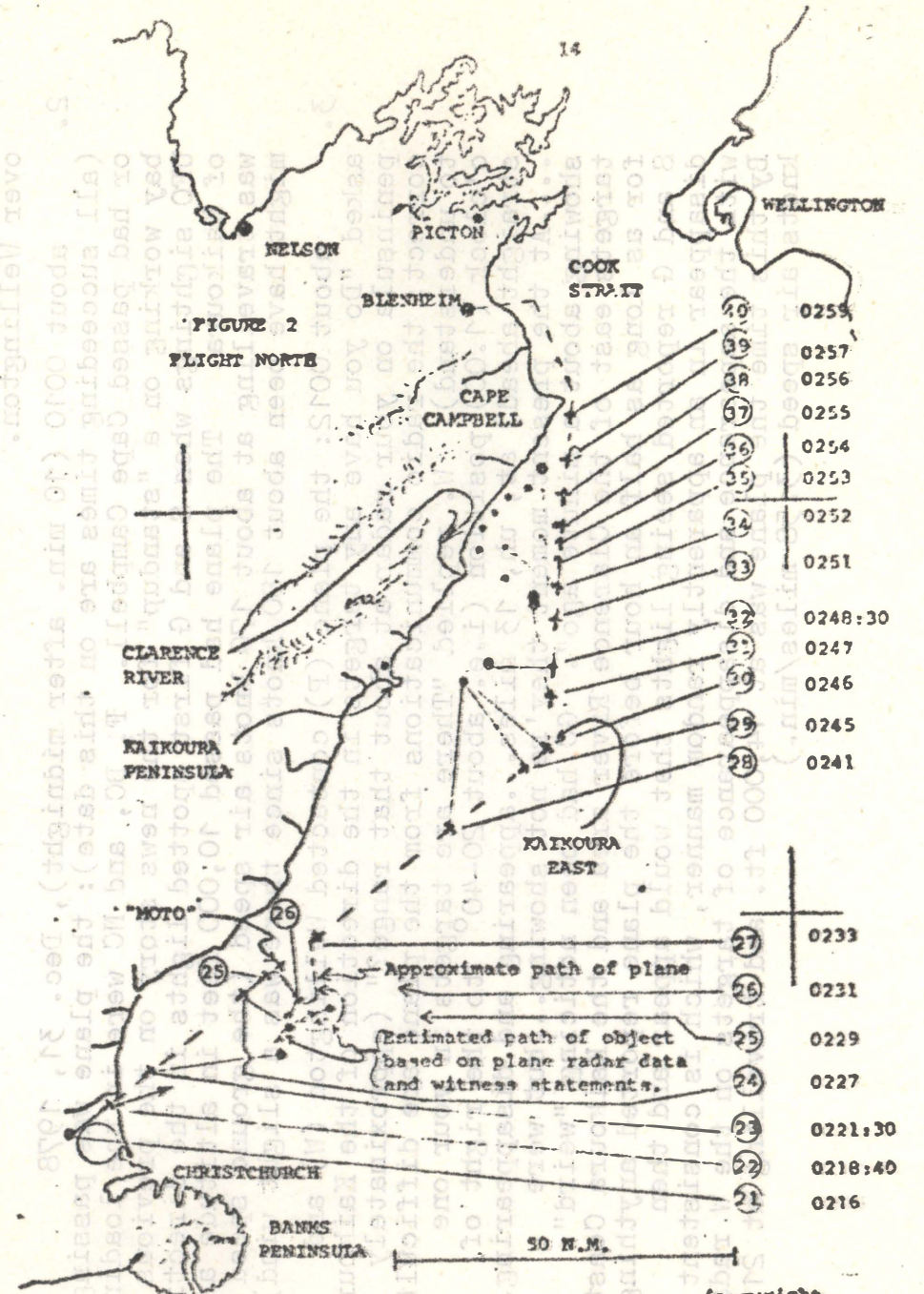
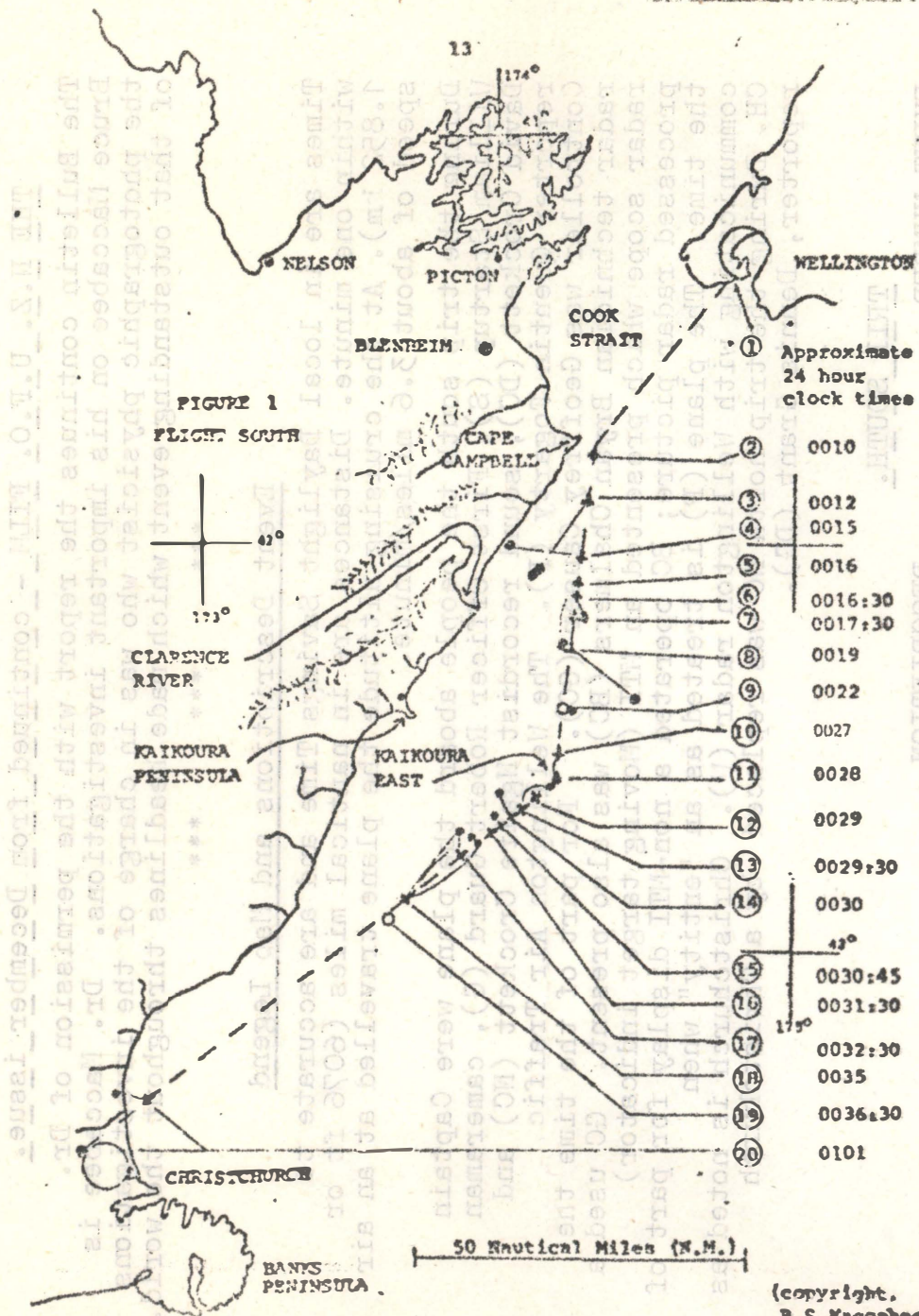
Exact locations of most sites are unknown but thanks to a chance meeting with an eye witness, while crossing the South-west, one of these sites is now zeroed in.

NOTE : Members interested in Leonard Stringfield's report on alleged UFO's and Occupants in Military Custody, entitled RETRIEVALS OF THE THIRD KING may order the MUFON UFO SYMPOSIUM PROCEEDINGS from (1978). The Mutual UFO Network (MUFON) is noted for its annual symposiums. Price of the proceedings is \$9.00 U.S. to foreign addresses payable to MUFON, 103 Oldtowne Road, Seguin, Texas. 78155. U.S.A.

Leonard Stringfield, \* \* \* \* \* was an UFO Researcher, author of "Situation Red, The UFO Story", is an old friend of VUFORS. He had already sent an invitation to visit him at his home in Ohio. Since the book "Behind the Flying Saucers" by the late Frank Scully, published in 1950, the "crashed saucer" stories have persisted. The book described an alleged "saucer crash" in New Mexico, during the late 40's. According to the story the "saucer" was taken into custody by the military. Such reports were considered unreliable at that time.

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THE N.Z. U.F.O. FILM - continued from December issue.

The Bulletin continues the report with the permission of Dr. Bruce Maccabee on his important investigations. Dr. Maccabee is the photographic physicist who was in charge of the investigations of that outstanding event which made headlines throughout the world.

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Event Descriptions and Map Legend

Times are in local Daylight Savings Time and are accurate to within one minute. Distances are in nautical miles (6076 ft or 1.852 km). At the cruising altitude the plane travelled at an air speed of about 3.6 miles/minute.

During the trip south the people aboard the plane were Captain William Startup (S), First Officer Robert Guard (G), cameraman David Crockett (DC), sound recordist Ngaire Crockett (NC) and reporter Quentin Fogarty (F). The Wellington Air Traffic Controller was Geoffrey Causer (GC). For part of the time the radar technician Bryan Chalmers (BC) was also present. GC used a radar scope which presented an MTI (Moving target indicator) processed radar picture; BC operated a non-MTI display for part of the time. The plane (P) is treated as an "entity" when communicating with Wellington radar (W). Christchurch is noted as CH. During the trip north NC was replaced by a Christchurch reporter, Dennis Grant (DG).

TRIP SOUTH.

- | <u>EVENT NUMBER</u> | <u>DESCRIPTION</u>   |
|---------------------|--|
| 1.                  | About 2354 (11.54 P.M.), Dec. 30th, 1978: the plane has taken off and circled to head south and was at this time passing over Wellington.  |
| 2.                  | about 0010 (10 min. after midnight), Dec. 31, 1978 (all succeeding times are on this date): the plane was passing or had passed Cape Campbell. F, DC, and NC were in the loading bay working on a "standup" for the news story on the previous UFO sightings when S and G first spotted lights in the direction of Kaikoura. The plane had passed 10,000 feet in altitude and was travelling at about 170 knots air speed (the ground speed might have been about 180 knots since there was a slight wind).  |
| 3.                  | about 0012: the plane (P) contacted Wellington (W) and asked "Do you have any targets in the direction of the Kaikoura peninsula on your radar at about that range?" (approximately correct; the radio communications from the plane are difficult to understand). W. replied "There are targets in your one o'clock (1.00) position (i.e. about 20-40° to the right of straight ahead) at, uh, 13 miles...appearing and disappearing. ....At the present moment they're not showing...but were showing about a minute ago". GC had been noticing "weird" targets east of the Clarence River area and the Kaikoura Coast for as long as half an hour before the plane reported anything. S and G reported seeing lights that would appear and then disappear in an apparently random manner, which is consistent with the appearance and disappearance of targets on the W radar. By this time the plane was at 14,000 ft. and travelling at 215 knots air speed (3.58 miles/min.) |



4. about 0015: W. reported a target in the 3.00 position on the coastline. This may have been seen, but no mention of it was made on the W. tape. By this time F, DC, and NC had joined S. and G. on the flight deck.
5. about 0016: W reported a target at 12.00 at 10 miles which was probably only seen for one sweep of the scope (12 sec. per sweep). This may have been seen by the passengers since they reported seeing lights that occasionally appeared ahead of them.
6. about 0016.30: W reported a strong target at 11.00 at 3 miles from the plane which apparently appeared for one sweep. P responded with "no contact yet".
7. about 0017.30: W reported a target just left of 9.00 at 2 miles (the spacing between the edges of the radar blips; the actual spacing of target could have been more like 4 miles, assuming that they were at the same height; W had no way of knowing what heights the targets were at). There was no visual confirmation.
8. about 0019 : W reported a strong target at 10.00 at 12 miles. This may have been seen, but there is no specific confirmation.
9. about 0022: W reported a target at the left of the plane at about 1 mile (between blip edges) which remained stationary while the plane did a left hand orbit to see if the passengers could see anything. About this time F, who had been watching the lights, recorded his first "on-the-spot" commentary: "It's kind of hard to describe my feelings right at the moment, but, uh, we've seen probably 6 or 7 or even more bright lights over Kaikoura. A number of these have been picked up by Wellington radar". The plane did an orbit (hexagon on the map) which lasted about 2 minutes. Nothing to the left of the plane was seen. Before the orbit started there were lights (other than city lights) in the direction of Kaikoura.
10. about 0027: about 3 minutes after the orbit, Wellington reported a target at 12.00 at 3 miles. The plane responded "Thank you...we pick it up. It's got a flashing light". F recorded, as the plane came out of the orbit, "At the moment there is no activity. When we first made the run (i.e.... started the orbit) the lights were so bright they appeared to be lighting up the sky of the town (Kaikoura).....Now we have a couple right in front of us! Very, very bright". These lights flashed on and off. F recorded "We have a firm convert here at this moment". One of these lights may have been filmed. DC obtained about 12 seconds of footage showing sort of oval, blue-white images which were quite bright (considerable film exposure of stationary, focused images). DC also obtained about 5 seconds of film showing several lights at once in a horizontal row that randomly (?) flashed on and off. He also obtained film of the town of Kaikoura, but the town lights appear to have been much less intense.
11. about 0028: P passed the "turning point" at Kaikoura East. W reported that the only targets were 12-15 miles behind them. At this point the plane switched to the Christchurch (CH) air traffic control on another radio frequency.



12. about 0029: W called CH by telephone and said that there was a target about 1 mile (between blip edges; blips would have been about 1 mile "thick" in a radial direction out from Wellington at the distance of the plane) behind the plane. CH said it would inform the plane and have the plane switch back to the W frequency.
13. about 0029:30 : P contacted W and was told that the target was now at 6.00 at 4 miles. Apparently the target had remained stationary behind the plane for 6 or 7 sweeps of the radar (72-84 seconds). F recorded: "We've just heard from Wellington radar that we got an object about a mile behind us and it's following us". Actually W did not say the target was following the plane.
14. about 0030: W contacted P and said there was a "further" target at 3.00 at 4 miles. GC did not specify whether or not the previous target behind the plane was still there. This new target appeared for two or three sweeps; F. recorded "There's a whole formation of unidentified flying objects behind us".
15. about 0030:45 : W contacted P and said "There's a strong target right in formation with you now...Could be left or right. Your target has doubled in size". The previous target at 3.00 at 4 miles had disappeared, so this may have moved closer to the plane. The distance from W to the plane was now about 90 miles, so on the radar scope the airplane "blip" would have been a small arc about 3 miles "long" from left to right and about 1 mile "thick" from front to back (the blip size is always much larger than the target would be on the scale of the radar scope) because of the 2.1° azimuthal resolution (angular resolution in a horizontal plane) and the better than 1% radial resolution (accuracy of measuring distance from Wellington). Because of the blip size the unusual target could have been as much as 3 miles from the plane (farther than 3 miles if it was not at the same altitude). BC was in the control room at this time and witnessed the unusually large blip on the scope.
16. about 0031:30 : W contacted the plane and stated that the target had 'reduced to normal size'. The plane blip had been unusually large for at least three sweeps (36 seconds) and perhaps for as long as 45 sec. or so. GC and BC agreed that the large blip was like two aircraft flying side-by-side at the same speed..... the whole arc shaped blip moved down the radar scope as a unit. There was no bending of the blip as might be expected if one portion (i.e. the unusual target) were stationary while the other portion (plane) moved by it. The plane would have moved about 2 miles during this time, a distance which would have exceeded the differential radial resolution of the scope (i.e. exceeded the minimum difference in distance between two targets that could be measured on the scope). Shortly after this occurrence BC went to another radar scope and turned off the MTI processing. He then saw the normal amount of land and sea clutter within 20 to 30 miles from Wellington, but he saw no indications of anomalous propagation. Also, the "weird" targets which had appeared on the MTI display did not appear on the "uncancelled" display, suggesting that the anomalous targets were actually weak reflectors of the 50 cm wavelength radar. About this time the co-pilot spotted a flashing light that was apparently travelling along at the right of the aircraft. S turned off the wingtip running light (steady green) to make sure that there was no problem with unusual reflections.



17. about 0032:30 : P contacted W and stated: "Got a target at 3.00 just behind us" W responded: "Yes, and going around now at 4.00 at 4 miles". F recorded "I'm looking over towards the right of the aircraft and we have an object confirmed by Wellington radar. It's been following us for quite a while. It's about 4 miles away and it looks like a very faint star but then it emits a very bright white and green light". Unfortunately this object was too far to the right and behind the plane for the cameraman to be able to get a picture (he would have had to sit in the co-pilot's seat).

..... Shortly after this W contacted CH. CH had nothing on radar, but W referred to a target at 5.00 to the plane at 10 miles, which could have been the previous target if it had remained stationary as the plane moved along.

18. about 0035 : W contacted P and asked if they had seen the previous target at 4.00 at 4 miles. P responded "We think we saw that one. It came up at 4.00 ...around 4 miles away". (The distance estimate was based on what W radar had told the plane; the people on the plane had no way of measuring distances behind them). W then continued "Roger. That target is still stationary. It's now 6.00 to you at about 15 miles and it's been joined by two other targets". F referred to this as follows - "...that other target that has been following us has now been joined by two others, so we now at this stage have three unidentified flying objects just off our right wing, and one of them has been following us now for probably about 10 minutes". Actually the time was more like 7 to 7½ minutes and the targets were stationary behind the plane. F did not have airplane earphones on, so he couldn't hear the communications from the W or CH radar controllers. His information came from S, G, or DC., all of whom had on earphones and who yelled information to F over the noise of the airplane.

About this time F also reported the CH radar had picked up something "67 or 68 miles north of the city". That distance would have been about 6 or 7 miles behind the plane, no more than 7 miles from the location that W gave for the three unusual targets, assuming that CH really said "northeast of the city" and not due north of the city, as F recorded.

19. about 0036:30 : W contacted P and said that the three targets behind the plane had been replaced by a single one that produced a blip larger than the blip from the aircraft. At this point S decided to do another orbit to see what was behind him. F recorded "We've just heard from Wellington radar that there's a strong target straight behind us so we're turning...". The plane was cleared by W for a left hand two minute orbit, but again nothing was seen.

20. about 0101 : the plane landed at CH. It was a "straight-in" landing since there was negligible wind. F recorded a statement that CH radar had said there were six UFO's headed for the aircraft just before it landed, but no one else remembers such a statement and no lights were seen heading for the aircraft. However, G and S do remember the CH controller referring to a



target at the right of the aircraft that seemed to pace the aircraft in toward the landing. G looked out the right window and saw at a lower altitude a flashing light moving along. He at first attributed it to a car headlight that was passing behind trees along a road that ran along the shoreline. Then he realized that the flashing was too regular. He also observed that the light apparently crossed a river at the speed of the aircraft. However, he was too busy with his co-pilot duties during landing to watch the object closely. S remembers saying to the CH controller that perhaps the object was cleared to land in the grass at the side of the runway.

After the plane landed S and G talked to the CH controller while the airplane was being unloaded. G remembers being told about a target which was at the right of the aircraft until just before landing, when it curved and travelled inland. He also remembers being told that someone at the control tower (close-in radar controller?) had looked out a window and seen a light heading inland at about the same time as when the plane landed. The CH controller attributed the anomalous target to a "side-lobe" problem, which might be a satisfactory solution if the "side-lobe" disappeared at the same time that the plane landed, rather than travelling inland. In an interview about 6 weeks later the CH controller would neither confirm nor deny picking up a target, but whatever he might have seen was unimpressive to him. Unfortunately the CH control tower tape was erased and re-used, according to a standard 30 day retention rule, before it was copied (in spite of a specific request by S that the tape be retained until he could copy it) so any information that was recorded on the tape is no longer available.

To be continued ....

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BRIGHT GREEN LIGHT MYSTIFIES WOMAN

- from "Westener" 30/8/'79

Credit : Paul Jackson of T.U.F.O.I.C.

A former policewoman of eight years has said her wrist watch suddenly stopped and her car lost power when she was followed by a mysterious bright green light on the Murchison Highway. The woman, who has driven on the highway at night without incident on numerous occasions, said she was terrified during the incident in which the light followed her car for two or three minutes near Hatfield River.

She asked that her name not be used. Speaking from Devonport, the former constable said she was driving from Queenstown to the North-West Coast. At 9.28 pm she had noticed a bright green light in the distance. At the same time, her wrist watch and the clock in the car stopped. Both were working when she left Queenstown.

"The light appeared to be a sort of a green colour - and appeared to be a long way off and in the middle of the road, but at the same time it was so bright it lit up the inside of the car. For some reason the car suddenly lost all power and no matter what I did - change gears or put my foot flat to the floorboards, it wouldn't go any faster than 50 kph.

"I put my foot on the brake, but nothing happened. The light followed my car for two or three minutes and was in the same position when I went around a few slight bends in the road. It was still there when the car dropped into a dip - it was in the middle of the road behind me. There were trees on either side of the highway.

"I didn't know what to do. When I looked out through the rear window it was still there, lighting up the inside of the car with this green light"

The woman said that when the light disappeared her car immediately picked up speed.

"The trip to Devonport took me an extra 15 minutes than what I normally take and for some reason, instead of using a third of a tank of petrol, the car was empty".

After the light had disappeared, the clock in the car started again and she got her wrist watch going when she stopped at Burnie.

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YUFORS MEMBER, TOMMY BLANN, SPECIALIZES IN ANIMAL MUTILATION CASES HE CO-OPERATES WITH AN INVESTIGATION TEAM IN THE UNITED STATES. ANYONE WHO KNOWS OF AN UNEXPLAINED ANIMAL MUTILATION CASE IS REQUESTED TO SEND REPORT TO MR. TOMMY BLANN, 1002 EDMONS LN. #152, LEWISVILLE, TEXAS, 75067 U. S. A.



# MORE PHOTOGRAPHED EXTRATERRESTRIALS? ...

La Spezia. 6th Sept. 1976.

Translated by A. Nasi.

Has an 'Extraterrestrial' been photographed? Is the figure imprinted on the negative really a Being from the stars? They swear it on the heads of their loved ones, the members of a UFO research society that for years have been observing strange things on Mount Verrugoli...the highest of the hills that surrounds the Gulf of La Spezia. "We succeeded in photographing one, but we saw four of them; they were there - three or four metres away from us. We got very near, very close to the one we photographed. We tried to stop him, but he disappeared instantly as if he dissolved himself in the air. It was a disturbing, upsetting and hallucinating experience. This happened in January, but still today we live in a perturbed state. Hundreds of times we went on Mount Verrugoli for our experiments...but now we don't go too willingly...we do not feel up to it".

All this was told to us by Stelio Asso, head of the G.O.R.U. (observation, group and Ufological research). The group is made up of very interested people; they spend all their free time (mostly night time) on the mount. They scrupulously register everything and anything unusual that happens on the mount. They use various instruments such as Geiger Counters, magnetic detectors etc. etc.

The picture shows a human figure lightly bent with the right arm lifted forward and the left one adherent to the chest with the hand close to the neck. The picture has been taken at 20.22 o'clock on the 13th January (1976). "My son Ermanno that day, in the afternoon, phoned to say that he had had a little car incident...so he would not be able to make it. With me went my daughter Maria Grazia and her husband. We went around inside the clearing where we usually go. All at once the ambiental conditions changed. We found ourselves in a zone where the air was still and warm, while all around the bushes were stirred by a breeze. Inside everyone of us entered a sensation of oppression and at the same time we noticed that although it was a night without moon you could see around fairly good. We did not have any instruments and we were moving along cautiously when my daughter let out a scream. I was ready to say something to her when all of us saw the shape of a man. He was walking in a bit of a hurry...he was taking steps but he seemed to glide along as if suspended four or five inches from the ground. An instant later he had disappeared amongst the bushes. My son-in-law started to take pictures with the flash-light. We were distant about fifteen metres, then we saw the third one; this one too passed away fairly fast. We started to talk all together and just in that same moment at a few metres of distance appeared - literally appeared - the fourth individual. All of us saw him. He was about one metre seventy cm. tall. He was wearing a tight fitting overall, dark in colour opaque, and on his head he had a full helmet with visor mask black in colour.... and it was attached to the overall. He turned around and looked at us for five or six seconds, then with indifference he turned again and went away calmly in the same direction taken by the others.

cont'd.....



Then we hurled ourselves at him, I from one side my daughter from another while my son-in-law with his camera went in front of him. I was only a metre away from him - I was ready to touch him...when he disappeared in front of our eyes without noise without leaving a trace. You can imagine the condition we were in when finally we decided to leave the place. On the 28th February"- added Asso - "we went back on the Verrugoli; it was day-time, we took some pictures in the hope that they would 'capture' something that our eyes had missed. When we went to develop the negatives we found a good surprise - in the clearing amongst few bushes there was a vehicle no one of us had seen."

The members of the G.O.R.U. told us that often on Mount Verrugoli strange things happen. Dogs and cats show signs of restlessness and of terror even when we do not see anything.

A mysterious being has been seen on Mount Parodi too, by persons not connected with the G.O.R.U. Mount Parodi is a short distance from Mount Verrugoli. Stelio Asso pointed out that the figure on the picture as well as the vehicle, show singular analogies with other sightings of similar nature in Italy, in the United States and in Brasile.

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THE AUSTRALIAN U.F.O. BULLETIN

U.F.O. - 'ABDUCTED MAN'

Credit : "Border Morning Mail"

Albury, N.S.W. 5 Dec. 1979.

Paris -

Authorities are trying to decide whether to believe a young man was abducted in a UFO.

"This is just too fantastic", Roger Courcous, chief of police in Cergy-Pontoise, said today.

He had been listening to Frank Fontaine, 19, and his two friends. Fontaine, who had been the object of a police search since November 26th, reappeared today in the exact spot he disappeared a week ago. He was wearing the same clothes and had exactly the same amount of money as the day he disappeared.

According to police, the three have consistently repeated the same story under long questioning. At 4 am on November 26th, the three young men had just finished loading a station wagon with clothes they were going to sell at an open market when they saw a brilliant light about the size of a tennis ball to the right of the car.

The ball became larger and larger and came to a rest on the bonnet, causing their eyes to "burn". From that moment, until his reappearance this morning, Fontaine remembers nothing.

Police remain sceptical and have called in experts to check the story.

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GENERAL MEETING

MARCH 27, ROYAL SOCIETY'S HALL, 2 VICTORIA STREET, UPSTAIRS LECTURE HALL, 8 p.m. LECTURE BY QUENTIN FOGARTY. BE SURE TO ATTEND THIS MOST INTERESTING LECTURE AND SEE THE NEW ZEALAND UFO FILM, WHICH IS ATTRACTING WORLD WIDE INTEREST. SEE AND HEAR THE TRUTH ABOUT THE NEW ZEALAND INCIDENT. AMPLE SEATING CAPACITY. BRING YOUR FRIENDS.

MEMBERS PLEASE BRING YOUR MEMBERSHIP CARDS AS THERE IS TO BE A DONATION AT THE DOOR OF \$1 FOR MEMBERS AND \$2 NON-MEMBERS.

THE NEW ZEALAND ENCOUNTER IS REGARDED AS ONE OF THE BEST RADAR-VISUAL-FILM CASES OUTSIDE OF MILITARY CUSTODY. THIS FAMOUS UFO ENCOUNTER FOLLOWS SIMILAR PATTERN TO OTHER RADAR-VISUAL CASES, ONLY THIS TIME A TV FILM CREW WAS ON HAND SUPERVISED BY QUENTIN FOGARTY.

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THE AUSTRALIAN U.F.O. BULLETIN.

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P.O. Box 43, Moorabbin, Victoria.3189.  
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